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|  | | NTSB ID: MIA07RA034 | | Aircraft Registration Number: N444TW | |
| | | Occurrence Date: 01/09/2007 | | Most Critical Injury: Fatal | |
| | | Occurrence Type: Accident | | Investigated By: | |
| Location/Time | | | | | |
| Nearest City/Place Guadalajara | | State | Zip Code | Local Time 2323 | Time Zone CST |
| Airport Proximity: Off Airport/Airstrip | | Distance From Landing Facility: 18 | | Direction From Airport: | |
| Aircraft Information Summary | | | | | |
| Aircraft Manufacturer Gates Learjet | | Model/Series 24F | | Type of Aircraft Airplane | |
| Sightseeing Flight: No | | | Air Medical Transport Flight: No | | |
| Narrative | | | | | |
| <p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On January 9, 2007, at 2323 central standard time, a Gates Learjet model 24F airplane, N444TW, serial number 348, was destroyed upon impact with terrain, about 18.8 nautical miles east of Guadalajara, State of Jalisco, in the Republic of Mexico. The airline transport-rated pilot and the commercial pilot functioning as first officer were fatally injured. The airplane was registered to the Sierra American Corporation of Wilmington, Delaware, and was being operated by Ameristar Jet Charter, Inc., of Addison, Texas, as Ameristar flight 878, a Title 14 Code of Federal Regulations Part 135 on-demand cargo flight. Night visual meteorological conditions prevailed and an instrument flight rules (IFR) flight plan was filed for the flight from Laredo, Texas. The cargo flight had originated in Laredo, Texas, at about 2210, with the Don Miguel Hidalgo International Airport (MMGL) near Guadalajara, Mexico, as its intended destination.</p> <p>Mexican Air Traffic Control personnel reported that the flight had approached MMGL from the north. At 2313, Guadalajara Approach Control cleared the flight to descend to 12,000 feet, provided an altimeter setting of 30.28, and told the flight to expect radar vectors for the ILS runway 28 approach to MMGL. After being provided a vector of 190 to intercept the localizer for the ILS runway 28 approach, there were communications between the flight and the controller to clarify which runway was active, and at 2318:00, the flight was given a right turn to a heading of 200 degrees. At 2318:56 the flight was cleared to descend to 10,000 feet, and at 2320:38, the flight was cleared to descend to 9,000 feet. The airplane was last observed on radar descending through 9,200 feet, while crossing the GDL VOR 085 degree radial.</p> <p>The accident investigation is under the control and supervision of the Government of the Republic of Mexico. Any further information may be obtained from:</p> <p style="padding-left: 40px;">Secretaria de Comunicaciones y Transportes (SCT) Direccion General de Aeronautica Civil (DGAC) Providencia 807, Cuarto Piso Colonia del Valle, Cdigo Postal 03100 Mxico, D.F, Mxico Telephone: 525-55-762-9538</p> <p>This report is for informational purposes only and contains only information released by, or obtained from, the DGAC of Mexico.</p> | | | | | |
| FACTUAL REPORT - AVIATION | | | | | |

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|--|--|--------------------------------------|-----------------------------------|------------------------------|---------------|--------------|
|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: MIA07RA034 | | | | |
| | | Occurrence Date: 01/09/2007 | | | | |
| | | Occurrence Type: Accident | | | | |
| Landing Facility/Approach Information | | | | | | |
| Airport Name Don Miguel Hidalgo Intl. | | Airport ID: MGDL | Airport Elevation 5012 Ft. MSL | Runway Used NA | Runway Length | Runway Width |
| Runway Surface Type: | | | | | | |
| Runway Surface Condition: | | | | | | |
| Type Instrument Approach: ILS-complete | | | | | | |
| VFR Approach/Landing: None | | | | | | |
| Aircraft Information | | | | | | |
| Aircraft Manufacturer Gates Learjet | | Model/Series 24F | | Serial Number 348 | | |
| Airworthiness Certificate(s): Normal | | | | | | |
| Landing Gear Type: Tricycle | | | | | | |
| Homebuilt Aircraft? No | Number of Seats: 2 | Certified Max Gross Wt. LBS | | Number of Engines: 2 | | |
| Engine Type: Turbo Fan | Engine Manufacturer: General Electric | | Model/Series: | Rated Power: | | |
| - Aircraft Inspection Information | | | | | | |
| Type of Last Inspection | Date of Last Inspection | Time Since Last Inspection Hours | | Airframe Total Time Hours | | |
| - Emergency Locator Transmitter (ELT) Information | | | | | | |
| ELT Installed? | ELT Operated? | ELT Aided in Locating Accident Site? | | | | |
| Owner/Operator Information | | | | | | |
| Registered Aircraft Owner | | Street Address | | | | |
| | | City | State | Zip Code | | |
| Operator of Aircraft Ameristar Jet Charter, Inc. | | Street Address 4400 Glenn Curtis | | | | |
| | | City Addison | State TN | Zip Code 75001 | | |
| Operator Does Business As: | | | Operator Designator Code: HAEA | | | |
| - Type of U.S. Certificate(s) Held: | | | | | | |
| Air Carrier Operating Certificate(s): On-demand Air Taxi | | | | | | |
| Operating Certificate: | | | Operator Certificate: | | | |
| Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter | | | | | | |
| Type of Flight Operation Conducted: Non-scheduled; International; Cargo | | | | | | |
| <div>FACTUAL REPORT - AVIATION</div> <div>Page 2</div> | | | | | | |

|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: MIA07RA034 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------|-----------------------------|---------------------------------|-----------------------------|---------------|----------------------|-----------|---------------------|------------------------|-----------------------|-------|------------|--|------------|--------|------------------|------------|-----------|------------------|--|--|--|--|--|--|--|--|--|--|-----------------------|--|--|--|--|--|--|--|--|--|--|------------|--|--|--|--|--|--|--|--|--|--|--------------|--|--|--|--|--|--|--|--|--|--|--------------|--|--|--|--|--|--|--|--|--|--|---------------|--|--|--|--|--|--|--|--|--|--|
| | | Occurrence Date: 01/09/2007 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Occurrence Type: Accident | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| First Pilot Information | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Name | | City | | State | Date of Birth | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| On File | | | | | Age | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sex: | Seat Occupied: | Principal Profession: | | Certificate Number: On File | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Certificate(s): | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airplane Rating(s): | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rotorcraft/Glider/LTA: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Instrument Rating(s): | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Instructor Rating(s): | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type Rating/Endorsement for Accident/Incident Aircraft? | | | Current Biennial Flight Review? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Medical Cert.: | | Medical Cert. Status: | | Date of Last Medical Exam: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | - Flight Time Matrix | All A/C | This Make and Model | Airplane Single Engine | Airplane Multi-Engine | Night | Instrument | | Rotorcraft | Glider | Lighter Than Air | Actual | Simulated | Total Time | | | | | | | | | | | Pilot In Command(PIC) | | | | | | | | | | | Instructor | | | | | | | | | | | Last 90 Days | | | | | | | | | | | Last 30 Days | | | | | | | | | | | Last 24 Hours | | | | | | | | | | |
| - Flight Time Matrix | All A/C | This Make and Model | Airplane Single Engine | Airplane Multi-Engine | Night | | | | | | | Instrument | | | | | Rotorcraft | Glider | Lighter Than Air | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Actual | Simulated | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Time | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pilot In Command(PIC) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Instructor | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Last 90 Days | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Last 30 Days | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Last 24 Hours | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Seatbelt Used? | | Shoulder Harness Used? | | Toxicology Performed? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Second Pilot? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Flight Plan/Itinerary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type of Flight Plan Filed: IFR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Departure Point | | State | Airport Identifier | Departure Time | Time Zone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Laredo | | TX | LRD | 2210 | CST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Destination | | State | Airport Identifier | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Same as Accident/Incident Location | | | MMGL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type of Clearance: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type of Airspace: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Weather Information | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Source of Briefing: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Method of Briefing: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: MIA07RA034 | | | |
| | | Occurrence Date: 01/09/2007 | | | |
| | | Occurrence Type: Accident | | | |
| Weather Information | | | | | |
| WOF ID | Observation Time | Time Zone | WOF Elevation | WOF Distance From Accident Site | Direction From Accident Site |
| MMGL | 2345 | | Ft. MSL | NM | Deg. Mag. |
| Sky/Lowest Cloud Condition: Clear | | | | Ft. AGL | Condition of Light: |
| Lowest Ceiling: None | | | Ft. AGL | Visibility: 10 SM | Altimeter: 30.27 "Hg |
| Temperature: 13 °C | | Dew Point: 5 °C | Wind Direction: 80 | | Density Altitude: Ft. |
| Wind Speed: 6 | | Gusts: | Weather Conditions at Accident Site: Visual Conditions | | |
| Visibility (RVR): Ft. | | Visibility (RVV) SM | Intensity of Precipitation: | | |
| Restrictions to Visibility: | | | | | |
| Type of Precipitation: | | | | | |
| Accident Information | | | | | |
| Aircraft Damage: Destroyed | | Aircraft Fire: | | Aircraft Explosion | |
| Classification: | | | | | |
| - Injury Summary Matrix | Fatal | Serious | Minor | None | TOTAL |
| First Pilot | 1 | | | | 1 |
| Second Pilot | 1 | | | | 1 |
| Student Pilot | | | | | |
| Flight Instructor | | | | | |
| Check Pilot | | | | | |
| Flight Engineer | | | | | |
| Cabin Attendants | | | | | |
| Other Crew | | | | | |
| Passengers | | | | | |
| - TOTAL ABOARD - | 2 | | | | 2 |
| Other Ground | | | | | |
| - GRAND TOTAL - | 2 | | | | 2 |
| | | | | | |
| FACTUAL REPORT - AVIATION | | | | | |

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|  National Transportation Safety Board FACTUAL REPORT AVIATION | NTSB ID: MIA07RA034 | |
| | Occurrence Date: 01/09/2007 | |
| | Occurrence Type: Accident | |
| Administrative Information | | |
| Investigator-In-Charge (IIC) John W. Lovell | | |
| Additional Persons Participating in This Accident/Incident Investigation: Christine Soucy Washington, DC Washington, DC | | |
| <div>FACTUAL REPORT - AVIATION</div> <div>Page 5</div> | | |